

INFORMATION REPORT

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COUNTRY East Germany

DATE DISTR. 2 October 1953

SUBJECT Information on a Meeting Held at the East German Ministry of Railroads

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SUPPLEMENT TO
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1. The German Investment Bank is to make available without delay 30 million eastmarks for the subsidiary "Locomotive and Rolling Stock Program", for which a total of 70 million eastmarks had been earmarked in the East German railroads budget. The extent of this program had not yet been definitely fixed. However, it includes the following items:

- a. Construction of new refrigerator cars and boxcars and manufacture of wheel sets for locomotives and rolling stock at the Lova plants in Bautzen, Goerlitz and Ammendorf. Demands were voiced that the construction of 4,000 boxcars be given priority.¹
- b. Repair of all damaged locomotives which can be made serviceable. The realization of this program requires the import of boiler tubes and wheel sets. Most of the repair work will have to be performed at Lova plants, the remainder at railroad repair installations.²
- c. Within about four weeks, ties and rails required for the construction of new railroad lines would be imported from Poland, Czechoslovakia and the USSR. These imports are scheduled to meet the 1953 requirements in this field.
- d. The damaged freight cars returned from the USSR are to be repaired as soon as possible. The cars beyond repair are to be scrapped.³
- e. A number of boxcars is to be converted into emergency refrigerator cars. These cars will be provided with a second wall and ceiling and fitted with ice containers. The program has already been started.⁴
- f. Efforts have been initiated to import wheel sets, axle boxes and oil pads for locomotives and rolling stock.

2. Working clothes may be procured irrespective of cost. Since the Dienst fuer Deutschland labor service has been cutback, uniforms previously worn by members of this organization have become available for railroad workers.⁵

3. Locomotives pulling long-distance freight and passenger trains will exclusively be fired with hard coal. The appropriate measures will be taken within the framework of the locomotive repair program.⁶

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4. With regard to the shortage of rolling stock the East German railroads is only to carry out long-distance haulage. Local haulage is to be executed by motor transport units of the KVP.
5. The double-tracking of railroad lines and the improvement of joints of crossing will continue in 1954.
6. The Soviet occupation ~~power~~ approved the construction of new locomotives in 1954. ⁷

25X1 7. [REDACTED] the new railroad construction program indicated a change in the general policy conducted. Previously railroad budgets had been much smaller as compared with the rather ambitious program laid down at the meeting referred to.

25X1 1. [REDACTED] Comment. [REDACTED] a total of 79,931,000 eastmarks were allocated for the rolling stock sector. This sum would approximately agree with the figures mentioned in the present report.

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25X1 2. [REDACTED] Comment. In 1953 and 1954, 400 and 200 damaged locomotives respectively were to have been repaired. [REDACTED] 562 state-owned and 846 foreign-owned damaged locomotives were available on 28 February 1953. [REDACTED]

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25X1 3. [REDACTED] Comment. A total of 40,000 former German freight cars was returned from the USSR to East Germany in 1951 and 1952.

returned were in poor condition and required extensive repair work. The present report indicates that this repair work has not yet been completed.

25X1 4. [REDACTED] Comment. Since all refrigerator cars available to the East German railroad administration are needed for fat imports from the USSR, emergency refrigerator cars filled with dry ice must be used for intrazonal operations.

25X1 5. [REDACTED] Comment. The Dienst fuer Deutschland organization was similar in its functions to the former German Reich labor service. The organization was also employed on railroad construction projects. [REDACTED]

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25X1 6. [REDACTED] Comment. The firing of locomotives with brown coal briquettes gave rise to many complaints and led to decreased efficiency and damages on locomotives and the permanent way. All the hard coal needed in East Germany would have to be imported from Poland or West Germany.

25X1 7. [REDACTED] Comment. The 1954 Economic Plan only envisages the construction of two standard-gauge locomotives. Since the beginning of the Soviet occupation no locomotives have been built for German requirements.

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